

Series I
Correspondence,
1932-1973

Box 1, Folder 29

Nov. 13, 1945 -
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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

U.S.S. ACONTIUS, Flagship
Leyte, P.I.

13 November 1945

Dear Commander Manselow:

Although you are not directly under my command, except as a type commander, I am seizing this opportunity of writing you an "Aloha" note to wish you all success, when you return to civilian life.

I have watched you for quite a long time as you functioned as Chief Staff Officer for Commander Motor Torpedo Boat Squadrons Philippine Sea Frontier and I have always felt that you knew your duties well and that you performed them efficiently and adequately. Certainly, as type commander, I have had no serious complaint concerning the function of your command, and I thank you very much for your assistance in making my type command duties so easily handled.

You appear to me to be a very capable and friendly officer who has done very well in the motor torpedo boat program, and who has carried into that program, the same qualities which made you successful in your peace-time duties prior to the war.

I have no doubt but that, upon your return to civilian life, you will be even more successful, because of the war years, than you were in prewar years. Needless to say I shall miss your pleasant personality.

With best regards I am,

Very sincerely yours,

R. O. LEECH,
Commodore, USN.

Commander Van L. Manselow, USNR
ComMBRONsPhilSeaFrontier
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

U.S.S. ACONTIUS, Flagship
Leyte, P.I.

13 November 1945

Dear Spike:

There is a rather strong rumor around the Samar Area, in the upper echelons, that you are being detached to obtain a very high Naval command in Washington. I certainly hope that this is so because, as I told you once before, there seems to be a general belief among the forces at sea, that you were an outstanding Chief of the Bureau of Ordnance, and I know, of my own knowledge, what a splendid job you did as a Commander of Amphibious Forces.

I also remember that, long ago when we used to play golf together in Washington, I told you more than once that I forecast that you would some day be Commander-in-Chief, and, if the rumors above referred to have any truth, and I think that they have, it appears as if you are on the road towards making my forecast true.

I want to thank you for the help you gave me, here and there, during your tour in the Pacific, and I wish you best of luck in your new assignment whatever it may be.

With best regards, I am as ever,

Very sincerely yours,

R. L. DRIES,
Commander, USN.

Rear Admiral W. H. P. Hlandy, USN
Commander Cruisers-Destroyers Pacific
c/o Fleet Post Office
San Francisco, California

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MOORE TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

13 November 1945

My dear Paullmer:

On the 15th of this month you will be leaving my Staff and returning home to take up the civilian burden which falls upon most American citizens. I cannot allow you to leave without expressing to you my deep appreciation of your loyalty to me and to the Flag in agreeing to come down and serve overtime when you were free to go home.

I first remember meeting you at Espiritu Santo where you were acting as the Commander of Motor Torpedo Boat Squadron 37 and indirectly of Motor Torpedo Boat Squadron 32, in that you were the Senior Officer Present. At that time I was impressed by the fact that your entire command was well run, that your personnel were well trained, and that they were maintaining a high interest in the future despite the fact that they were so far removed from the actual combat area. The health of everyone was good; the morale high. This indicates a leadership of superior quality and I was definitely impressed.

Later, when I went to Pearl, under orders from Admiral Nimitz, I sent for you to come and join me to give me the advantage of some of your practical experience in PT boats. I found that you were very well-informed and the assistance that you gave me made the work that I was doing for the Commander-in-Chief very successful indeed.

Later you were sent to Okinawa and there succeeded in riding out two bitter typhoons with minimum damage and, in addition, succeeded well in air-sea rescue work.

All of the above indicates that Squadron 37 under your command, and yourself in particular, were well above average and I feel that both are worthy of commendation.

I regret your detachment from my Staff, but at the same time I realize your necessity for getting home and I bid you all success and God speed in your new endeavors. My only charge to you is this — give the Navy your support when she needs it in the years to come.

With warmest personal regards, I am,

Very sincerely yours,

E. W. BATES,
Commodore, U.S.N.

Lieut. Comdr. C. B. Paullmer, USNR
Staff - COMSIBRONSPACFLT
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

14 November 1945

Captain R. C. Parker, USN (Ret.)
Staff - CinCPac
c/o Fleet Post Office
San Francisco, California

Dear R. C.,

Lieutenant Commander Mark, on his return from Pearl Harbor the other day, told me that it appeared as if you would soon return to the retired list. This was news to me, as I had thought that they would hold you there in charge of the Analytical Section until all work had been thoroughly completed. However, such does not seem to be the case, so I am taking this opportunity of writing to you to tell you what I think of your services in this war.

I first encountered you at Pearl Harbor in your present duty, and I was quite impressed with the manner in which you had taken a considerable number of untrained reserve officers and made them into qualified analysts of such high quality as to make the analytical report which you put out monthly very valuable, indeed.

I had occasions there in your office to ask you for advice concerning the work that I was doing, and I always found that you were not only ready to assist me, but that your judgment was invariably sound. I attributed, in a large part, the evident success of USF 10 B to the assistance you and your officers rendered me, not only in advice, but in facilitating research.

That you have not been a particularly well man is known to all of us, and yet have you ever thought what it was that caused the Navy to retain you in your position, even though not fully well? The answer is quite simple and was given to me by Captain Tom Hill. Captain Hill said that even were you only able to work but a few days a month, the common sense with which you viewed all their problems and the advice which you gave them, made your retention on active duty imperative. Everyone at Pearl is devoted to you!

The numerous Fleet letters which you prepared for Admiral Nimitz's signature always bore the imprint of sound logic, and always were worded in such a way that any officer whom they hit must necessarily subscribe to the wisdom of your judgment.

I don't know what your future plans are, but I have little doubt but that you plan to return to the simpleness of civilian life and there enjoy the many remaining years which, I feel confident, the good Lord has in

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store for you. May I wish you all happiness in whatever you do, and may I thank you again for the assistance you gave to me, and on behalf of the Fleet for the assistance you gave the Fleet in assisting them in achieving victory.

Warmest personal regards, I am as ever,

Very sincerely yours,

R. W. BATES
Commodore, USN.

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

15 November 1945

Dear Johnny,

This is, first of all, a letter to congratulate you upon your advancement to the rank of Rear Admiral, which I frankly admit, I was glad to see. I like to see the officers with whom I have been associated advancing in the positions of confidence and trust in the Naval Command. I am, however, only glad to see this advancement when I am also confident that these officers will be loyal to their country in that assignment, and will not seek personal aggrandizement.

I noted the publicity by Mr. Drew Pearson in connection with your advancement, and I did not like it any more than you did. It seems very unfortunate that so many writers for political, and also for personal reasons, choose to misinform the public concerning the Navy. It appeared to me as if Mr. Pearson was using you as a club with which to strike Admiral King.

Another matter that I wish to write you about is this - I am wondering if, by some possibility, officers in this Motor Torpedo Boat Command are writing personal letters to the Officer-in-Charge of PT assignments, asking for personal preferences, and especially asking for assignment to the two Squadrons 39 and 40, which, at present, are active in the Pacific. I ask this because your Bureau told me that I was charged with getting the proper personnel in points in Squadrons 39 and 40, and gave me the power to do it without first seeking Bureau approval. Every now and then an officer is assigned by the Bureau to one of these Squadrons from Squadrons being decommissioned, and over which I have full control, without any reference to me, which naturally interferes with my plans to carry out the Bureau directives. A case in point has just occurred - the case of Lieutenant (jg) William J. MacKenzie, USNR, 332000, who was directed detached by the Bureau from Squadron 20 to Squadron 39 or 40. I have asked the Bureau to cancel these orders.

I have practically demobilized the entire Motor Torpedo Boat Fleet of both the Philippine Sea Frontier and the Pacific Fleet. By early December, if CNO approves my request concerning disposition of a limited number of PT boats, the entire PT Fleet will have been completely decommissioned and demobilized, insofar as points up to that date go. I expect also to have all the Motor Torpedo Boat tenders, except those few designated for active service, enroute to the States or in the States for decommissioning. Commodore Carter, Operations Officer for CinCPac, wrote me that they think what we are doing is quite remarkable. After the PT Fleet, with it's

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tenders and bases, has been fully demobilized and decommissioned, I don't know what the future holds in store for the motor torpedo boats or for me.

Please remember me most kindly to Mrs. Gingrich, and as for yourself, once again my congratulations.

Very sincerely yours,

R. W. BATES
Commodore, USN.

Rear Admiral John Gingrich, USN
Bureau of Naval Personnel
Navy Department
Washington, D. C.

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

15 November 1945

Dear Admiral,

This is merely a short letter to bid you "Aloha", because I imagine that in a very few days, if not already, you will have left to take up your new duties as Commandant Eleventh Naval District. I am enclosing, herewith, an Associated Press dispatch to the Navy News of Manila, which points out what your new assignment is to be.

I hope that in your new assignment you will retain the rank of Vice Admiral. I trust that you will excuse me if I appear suspicious, but it was my understanding that rank must be held for one year before it becomes temporary and retained until six months after the termination of the war, reputedly, June 1947. I know that the date of your Vice Admiral commission is 8 December 1944, so that it is possible, if they wish to, for them to revert you. I can not believe that they will do so.

The enclosed clipping is an award for Ted Raddock for his work in the Philippines during the Leyte Campaign. The wording indicates that he had a great deal to do concerning the planning for our operation. As a matter of fact, the planning was all done at Lake Sentani, and so far as I remember, Admiral Raddock was not invited at all; so you can imagine the concern with which I read this citation, as it practically indicates that his was the master mind in the planning. I don't think Ted had anything to do with this, but it indicates how officers, in certain positions, often build up their friends despite the truth. We know that the plans for Leyte - the preliminary plans in particular - were drawn up by your Staff under your direction. I have read so much about Ted Raddock recently and about his awards, that I think they are making every effort to prevent some after-the-war selection boards from retiring him because of the reasons incident to his detachment. Nobody thinks more of Ted Raddock than I do. I think that he is very capable, but I also know that, after a matter of months, the combat strain on him became so great as to necessitate his request for detachment. I certainly hope that he is well again, but I am introducing this little article to indicate the mental attitude around Washington and, particularly, around Ted's friends.

I was certainly glad to see that Swede Overesch was promoted to be an Admiral the other day. It doesn't seem reasonable that he should have had to wait so long, but wait he did. I know that you and I are both very fond of him, so that this is a distinctive triumph for us both. However, despite this advancement, no officers of your Command Battleships or Cruisers, which fought through the battles of the Palaus, Philippines,

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and Okinawa, have as yet been advanced to Rear Admiral, with the exception of Germany Kurtz, who commanded the COLUMBIA, and he was advanced, I think, for reasons other than combat under you.

Things are going along here reasonably well with me. I am decommissioning and demobilizing the entire Motor Torpedo Boat Command, with the exception of two squadrons, which are here, and two which are enroute, plus four tenders. The job has been long and difficult, but until very recently, the Department was so very cooperative that the results we received were above what we had anticipated. However, very recently, the Department very suddenly stopped replying to my despatches, and we have been in a stalemate for over two weeks. Work is progressing smoothly despite this, and I am hoping that we will be completely through by early December. What the future then holds in store for "yours truly", I don't know! I received a note from Mick Carney giving me quite a pat on the back from the THIRD Fleet for my work on the tactical publications and in the various combats in which we represented that Fleet, which shows that the THIRD Fleet was friendly, anyway.

I hope that this letter finds you in very excellent health, for I know that your new assignment will satisfy you completely. That glorious wife of yours is, no doubt, already mentally fixing up your quarters. I hope that you will remember me to her when you see her, because I am very fond of her. When you see Baldy Jones and Evelyn, say hello to them, and to Johnny Hoover, who is in command at North Island. I admire him greatly.

With warmest personal regards, I am as ever,

Very sincerely yours,

R. W. BATES
Commodore, USN.

Vice Admiral Jesse B. Oldendorf, USN
ComBatRonOne
USS APPALACHIAN
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

16 November 1945

Dear Harry,

I received your letter with deep interest, because I had no idea at all that you had been ordered to command the Army-Navy Staff College. I didn't think of it before, but it seems perfectly logical that the College should alternate in its command, that is, an Army officer at one time, a Naval officer at another time, and even on rare occasions, a U. S. Marine. I don't think that you have to worry at all about being "prexy", as your work in the Pacific, with all the planning incident thereto, speaks very highly of your knowledge of your profession.

I was a little bit surprised at your comment concerning the fact that I needed the motor torpedo boats to get me an additional star. Perhaps, I did, but I should not have thought so when one judges the record. Just prior to the war, as you know, I had command of the USS CLARK, which had been standing very low in everything until then. I won the Gummery Trophy, stood two in engineering, stood one in torpedoes, and was one out of two ships which were commended by the Board of Inspection and Survey, which had inspected 80 ships. This should indicate that my peacetime command leadership was quite adequate. If it was not adequate, then competition is futile, and letters of commendation should never be awarded.

I left the sea and went to the Naval War College in 1940, where Admiral Kalbfus told me that I was one of two officers in the whole class, except several like Rustvedt who had other assignments, whom he felt qualified for service on the Staff of the War College, and asked me to serve with him. I accepted and became Chief of Strategy in the War College. If you will look at my record, signed both by Admiral Pye and Admiral Kalbfus, you will find most outstanding remarks as to my capabilities. In addition, Field Marshal Sir John Dill listened to a two-hour address by me, and especially commended me for my knowledge of my subject.

The MINNEAPOLIS under my command was excellent, and Swede Overesch, on my detachment when 150 officers were present at a party for me at Majuro, said that the MINNEAPOLIS was the finest heavy cruiser in the Navy and said that he included his own ship, the SAN FRANCISCO, in this remark. I was awarded a Legion of Merit for my MINNEAPOLIS Command and was told by Admiral Halsey, at the time, that it was about the finest citation that he had read. I was used as a guinea pig for the Cruisers Pacific, so Admiral Kauffman told me.

After leaving the MINNEAPOLIS I went on Admiral Nimitz's Staff and was directed by him to rewrite USF-10A. This I did, and USF-10B, which you have been using in the Fleet, is almost entirely my work - word for word. I do not know whether you liked it or not, but I have received a great deal of

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friendly comment on it from Commanders THIRD and FIFTH Fleet and from their Staffs, and from many Cruiser Commanders and Admirals, and from the Australians.

While I was working on this book Admiral Oldendorf asked Admiral Nimitz for my services as a loan. I went with him and was his Chief of Staff at Palau, Leyte, Lingayen, and in the Battle of Surigao, and would have been his Chief of Staff at Okinawa had he not been out of action because of a motor boat accident. Admiral Dayo came over to the TENNESSEE, and I was Chief of Staff for him during the first forty days of that occupation.

After the Battle of Surigao, Admiral Oldendorf called me down into his cabin and told me that I knew more about war than almost any officer that he knew in the Navy, and further said that he was recommending me immediately for advancement to Rear Admiral. He sent in a dispatch making this recommendation, but Admiral Nimitz and Vice Admiral McMorris were very anxious to keep me as Chief of Staff for Admiral Oldendorf, and they asked that I be made a Commodore and be retained as Chief of Staff. Admiral Nimitz told me, after Lingayen, that he was going to promote me, and he invited me to his home at Guam and gave me the Secretary of Navy's room to sleep in as his guest.

Vice Admiral McMorris told me that they were hoping to promote me to Rear Admiral, in view of the fact that Admiral King desired an air man, and not a line officer, as Chief of Staff for ComBatRonOne. After the Okinawa Campaign I was detached as Chief of Staff for ComBatRonOne, where I was relieved by an aviator, and was ordered to command Motor Torpedo Boats Pacific with the rank of Commodore. This latter command was to be very large, and I had as Type Commander 285 torpedo boats and 17 tenders when the war ended. More were coming. As one Admiral said to me, "your Command is infinitely greater than that of any Commander not a Task Force Commander in the Pacific".

This Command is now being largely decommissioned and demobilized, and I do not know whence I go from here.

The above is a rather long story about my performance of duty, and I am sending it to you merely to indicate what I have done. Frankly, I see no necessity for any help from the motor torpedo boats to advance me, should the High Command so desire. As a matter of interest, when I received my rank of Commodore, I went to a party at Tolosa, Leyte, where there were about ten Rear Admirals. Not one of them would commend me for my new star, because they said I was entitled to two. A goodly number of these officers were classmates of mine, and included Wagner, Struble, and Smith.

My discourse, as given above, is not for general publication, but it is to indicate to you why there is, and has been, a considerable feeling of unrest among certain of the higher officers who have not, as yet, received recognition as Rear Admirals. I have been told repeatedly that my performance, as above indicated, is equal to almost anybody's of my time, and I have been told further by many Admirals of all ranks that it was surprising that I had not as yet received recognition.

My only answer to this is that the Commander-in-Chief, if held responsible for victory, must have the right to choose his Commanders. So far, he has not seen fit to choose me and, although I don't know why, I am afraid I shall have to abide by his decision.

I hope that I have not bored you too much, and I hope that I haven't seemed egotistical. What I have related to you is factual without, I trust, any embellishment, whatsoever. Please remember me very kindly to Mrs. Hill, and as for both of you, best wishes for a Merry Christmas and a Happy New Year.

Yours very sincerely,

R. W. BATES
Commodore, USN

Vice Admiral Harry W. Hill
Army-Navy Staff College
Navy Department
Washington, D. C.

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

18 November 1945

Dear Lieutenant Bradley:

In a very short time now you will be leaving this command and returning home to the States for separation from the Navy. I, therefore, cannot let you go without expressing to you my appreciation of your loyal and devoted services to this command and to your Flag, during your service as Personnel Officer, Motor Torpedo Boats Pacific Fleet.

You came to this command with absolutely no knowledge whatsoever of the duties of the Personnel Officer. In addition, you came at a time when the war had about ended and demobilization was about to begin. I cannot imagine a more difficult situation for a Personnel Officer to find himself in.

Despite the above confused situation you turned-to with vigor and enthusiasm, and succeeded, at great physical and mental strain to yourself, in learning what your responsibilities consisted of, and of applying yourself to the dissolution of this command with remarkable success. You have succeeded in demobilizing well over ten thousand men and well over one-thousand officers, and, so far as I can see at this writing, you have created a very friendly feeling in everyone towards the Naval Service and towards the Motor Torpedo Boat command and in so doing have not made many mistakes.

This is an unusual performance. I do not think that you would have succeeded so well or, even at all, if it had not been for your conscientious nature which would not permit you to let down even though physically you wished to do so. I feel that the entire Motor Torpedo Boat command was fortunate that you were given this assignment and I regret that it is now necessary for you to leave.

I hope that in the civilian life, which you are choosing, you will have a well-deserved success and I further hope that you will always view Motor Torpedo Boats Pacific and its Commander in a most friendly light.

The Navy will need your help after this war in maintaining the support of the public and I hope that, in future years, you will always throw your influence towards its support.

With warmest personal regards, I am

Very sincerely yours,

R. W. BATES,
Commodore, USN.

Lieut. Arthur K. Bradley, USNR
Staff - ComMTBRonsPacFlt
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

19 November 1945

Dear Lieutenant Commander Baron:

Tomorrow the good ship SILENUS will be leaving the forward areas and will be returning to the States for decommissioning. Therefore, I am writing you this letter to bid you Godspeed and a pleasant voyage home.

The SILENUS first appeared in the forward areas in September 1944, when she arrived at Tulagi, British Solomon Islands. There she tended Motor Torpedo Boat Squadron 37. Then she was ordered to Hlanche Harbor, Treasury Islands, in December 1944, where she remained about two months. She returned to Tulagi in February 1945. After remaining about one week at Tulagi, the SILENUS was ordered to Espiritu Santo, where she arrived 23 February. There she tended Motor Torpedo Boat Squadrons 32 and 37.

In August of 1945 she went to Guam for repairs, and in September she was ordered to Okinawa, where she arrived on 19 September 1945 and anchored in Buckner Bay. A typhoon had occurred recently in that area, so that her arrival was most advantageous, and she was immediately moved to Sesoko Harbor, Okinawa, where she assisted the PORTUNUS in effecting repairs to the PT boats there. On 3 November 1945 she left Okinawa for the Philippines, and she arrived in the PT anchorage off PT Base 17, Samar, on 9 November. Although the SILENUS was not in any serious combat areas, she, nevertheless, performed her duties of tender most admirably, and this Command received very favorable reports concerning her conduct, particularly in Espiritu Santo.

The records indicate that you succeeded to Command on 27 October 1945 and were very well qualified for this, as you had been Executive Officer from the date of commissioning until the date of assuming Command.

It is my understanding that you are planning to return to civilian life upon the decommissioning of your Command. I have no doubt but that you will be very successful in your civilian affairs, not only because of your previous training, but also because your training in the Navy should assist you in contacting the public. I hope that you won't forget those of us in the Regular Navy who are endeavoring to carry on the high successes which were achieved by all hands during the war, and I further hope that, when the Navy needs help, as it will in the peace years, your voice will be ever raised in its support.

Best wishes for a Merry Christmas and a Happy New Year. I am,

Very sincerely yours,

Lt. Cdr. Henry L. Baron, USNR
USS SILENUS (AGP-11)
c/o Fleet Post Office
San Francisco, California

R. W. BATES
Commodore, USN

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

21 November 1945

Dear H.T.:

I thought, as Thanksgiving neared, that it would be appropriate for me to write you a letter concerning your activities in this war and my personal appreciation of them. I remember you well, when you were Chief of the Design Section of the Bureau of Engineering, and I learned at that early date what an outstanding Engineering Officer you really are and how deep your knowledge is of engineering fundamentals.

It was, therefore, with great satisfaction, that I heard in the summer of 1943 that you were coming out to relieve Admiral Dunn of the enormous responsibility which he then held as Fleet Maintenance Officer. I talked to Admiral Dunn a couple of times, and I have no doubt but that he had a lot to do with the choice of his successor. Whoever made the choice, it was certainly a wise one!

I notice that all of the High Command are congratulating one another, and the Nation also is congratulating them, on the completeness of their victories. I haven't heard anyone congratulating Fleet Maintenance, Pacific, and yet, none of these victories would have been possible had it not been for the fact that the Fleet Maintenance Officer, Pacific, managed to keep the ships repaired, overhauled and operating.

I am afraid that you have been so successful in this war that no one will take time off to render you due commendation. I remember reading long ago that Socrates said that the most important item in a Commander's training was a knowledge of Supply. What he actually meant was what we mean today by "Logistics". And what could be a greater part in "Logistics" than the part played by Fleet Maintenance?

Therefore, I am taking it upon myself to extend to you, for me and for those with me, our hearty appreciation of everything you did for all of the ships in the Pacific. As Chief of Staff for Vice Admiral Oldendorf, as Commander, Motor Torpedo Boat Squadrons, Pacific Fleet, and as Commanding Officer of the U.S.S. MINNEAPOLIS, I have had ample opportunity to observe the heavy requirements placed upon your Command by the combat ships, and I have also had an equal opportunity of observing the remarkable success with which you fulfilled all their demands. Like submarines, I am afraid that your Fleet Maintenance is more or less of a "silent service", but this silence is not due so much to secrecy as it is to accomplishment.

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I want to wish you a most Happy Thanksgiving, and later, a most Merry Christmas and a Happy New Year. No one is entitled to a greater happiness than you are over these festive days, because no one has excelled you in your particular field.

With warmest personal regards, I am,

Very sincerely yours,

R. W. BATES
Commodore, USN

Rear Admiral H. T. Smith, USN
Fleet Maintenance Officer
Commander Service Force Pacific Fleet
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

21 November 1945

Dear Mike:

A letter from me is probably a great surprise, and therefore I hope that it won't stun you over the Christmas Holidays. However, we are writing here, in Leyte, on board my Flagship, a history of Motor Torpedo Boats, Pacific Fleet, and have succeeded in completing the years 1944 and 1945. I have been reading what my historians have produced, and your name comes forth so frequently, and in such a fine way, that I feel constrained to write you a letter to congratulate you upon what you did.

I had thought that Captain Bowling, who commanded the Motor Torpedo Boats, Seventh Fleet, had developed a good part of the Motor Torpedo Boats' Doctrine and Logistics, but I have discovered that a major portion of present Motor Torpedo Boat practices - along the above lines - were developed the hard way by you. I have always known that you were a capable combat Commander, and what I have now learned, in addition, is that you are evidently also an excellent administrator and are ready and willing to stand up for what you think is correct. The history indicates repeated references to letters which you wrote, vigorously protesting interferences with your supply and with the chain of command, etc., which interferences seemed to be somewhat usual in certain areas.

I am now decommissioning and demobilizing the Motor Torpedo Boat Command which, up to two months ago, numbered 285 motor torpedo boats, with 24 more on the way out, and with 19 tenders. I had succeeded in establishing the foundation for a large base at Shana Wan at Okinawa, when the war ended. My PTs, in Okinawa, numbered only 31 boats, but these boats did very well against the Japs and on air-sea rescue, and they received numerous commendations.

This large Command of mine is now gradually disappearing, as certain of the boats are burned, and others are decommissioned for sale as surplus. This decommissioning of the PT boats is occurring here at Leyte, but the tenders are being sent home for the inactive fleet or for sale as surplus. It is not a pleasant sight, to a lover of the sea, to see ships, even though motor torpedo boats, burned, but many of them, after three years of war, have no other value than "scrap".

I hope that this letter finds you in the best of health and enjoying yourself in our beloved city. It is too bad that I haven't seen your name advanced to Rear Admiral, as I can assure you there is no doubt in anybody's mind of your capabilities. I must say here, for your peace of mind however, that your lack of advancement at this time, everyone believes, is due to the publicity which you received over the BOISE affair. Some people are helped

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by publicity, as has been indicated in the cases of Admirals Barbey and Kirk, both of whom are very able; while other people have been hurt by publicity, notably you.

One of these days you will receive by mail, or possibly by messenger, the portion of the history which we have written up to date. I should appreciate your kindness, if you would read it over and would recommend changes, as deemed necessary, to amplify or clarify points which you feel worthy of amplification or clarification.

This historical assignment was dropped on me like a bomb shell about three months ago, and I have been staggering ever since under the additional load of decommissioning and demobilization. However, I believe that our historical product is excellent, and I have been told, at Pearl, that it was as good as they have seen. So don't be too harsh on my hard-working Staff!

With best regards to you, and with best wishes for a Merry Christmas and a Happy New Year, I am as ever,

Very sincerely yours,

R. W. BATES
Commodore, USN

Commodore E. J. Moran, USN
Treasure Island
San Francisco, California

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Hon. CHARLES EDISON
Honorary President

SHELDON CLARK
President

JOHN MARSHALL
Judge Advocate

SAMUEL E. CROCKER
National Chairman of Councils

ERIC A. JOHNSTON
Treasurer

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Chairman

Mrs. N. E. Derecktor

Commodore Bates. -2-

consideration. If possible, would you direct that Robert be returned at an early date. He has advised us that the ship to which he is at present attached, is scheduled for an early return. I can only hope that your intercession makes it possible for him to return with it, or with a speedier craft if such could be arranged.

Believe me, Sir, your kindness and thoughtful intercession will make me eternally grateful, though that eternity seem very short at this moment.

With gratitude for your attention, and warm thanks for the splendid work your P T squadrons have done to bring about cessation of hostilities, I am

Yours sincerely,



Lina P Derecktor (Mrs N E)

Chairman, White Plains Women's Council

Convalescent Service, Westchester County

Navy League of the U S

re. Robert E Derecktor CM 3/c
Comm Rons 7th Fleet Base 17 Samar
F P O San Francisco California

0930

MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

24 November 1945

Dear Louie:

Out here in the forward areas one often observes the scene from a different angle than one does in the States. It may be that, from here, an idea might be of value to you there, who are bearing the heavy responsibility of maintaining a Navy.

There is considerable talk in the Army-Navy Register and elsewhere concerning the retirement of officers of age to make way for younger officers, and this morning's press quotes Admiral Halsey as having made such a statement. Several high ranking officers have indicated to me that they do not plan to retire, however, until they have reached the retirement age, and the reasons, in many cases are, without doubt, financial ones.

Some years ago, if an officer was selected to be a Rear Admiral, and if he did not make his number by the time the next selection period rolled around, it was necessary to re-select him. This re-selection was something that most candidates were reluctant to face a second time. This reluctance was based on the fact that there was no guarantee that, because one board chose you, the next one would also.

Some years ago, a Captain who had been selected for Admiral, as above indicated, discovered that, if he did not make his number before a certain date, he would have to undergo re-selection. He, therefore, found a senior admiral who was due to retire in a matter of months, and offered to pay that admiral the difference between his retired pay and the active pay of his rank, should he retire then and there and make a vacancy for the Captain. The old Admiral agreed to retire on this basis and the Captain became an Admiral, and later, if my reports are correct, became Commander-in-Chief of the Fleet.

I am wondering, therefore, if it would not be a wise move to offer senior admirals - say men of 58 or 59 years of age - the opportunity of retiring now and being paid the difference between the active pay of their rank and the retired pay. I think that this will roughly amount to about fifteen thousand dollars for a retirement age of 62 years. Many might be willing to accept such a plan rather than be invited out.

I don't presume that this idea is original with me only, but I have talked it over with a number of Rear Admirals, and they seem to think that it is worthy of attention and suggested that I send it in, either officially or unofficially. So, here it is!

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I can imagine the tremendous job you have there with demobilization! I have been doing my utmost here to facilitate the demobilization of the Motor Torpedo Boat Fleet, which is practically completed. In a matter of days now 251 motor torpedo boats will have been demobilized and decommissioned in the Leyte Area, and 10 more will probably have been demobilized and decommissioned at Pearl. All tenders, to be sent home for decommissioning, have been sent home with the exception of 3 - the ORESTES, CALLISTO, and the ANTIGONE - which will be sent home in a matter of several weeks. This demobilization and decommissioning has been quite an undertaking, but it seems to have been done successfully, for the motor torpedo boat personnel have repeatedly told me that they are extremely gratified at the manner in which they have been handled.

With warmest personal regards to you, and with best wishes for a Merry Christmas and a Happy New Year, I am as ever,

Very sincerely yours,

R. W. BATES
Commodore, USN

Vice-Admiral Louis Denfeld
Chief of Naval Personnel
Navy Department
Washington, D. C.

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

24 November 1945

Dear Doctor Scaife:

I know that you must think me a most dreadful fellow and a most inconsiderate fellow, in addition, for not having acknowledged your courtesy in sending me a Christmas present last year. I want you to know that it was all unpremeditated.

Your Christmas present to me of a Soldier's and Sailor's Prayer Book was received by me in October of this year, or just about one year after you mailed it. It appears as if it has been through heavy weather, for it has been water-logged. Fortunately, it is quite legible, and I can assure you it was received with a great deal of pleasure. I think that most of the prayers contained therein are excellent, but I think that even better than that, your thought of me topped everything.

You are my conception of what the Rector of an Episcopal Church should be like, and I think everyone of us, who had the good fortune to be part of your congregation at Trinity Church, profited very materially, as well as spiritually, from the association. You are an exceptionally capable man, with a fine mind and an excellent personality, and your delivery of your sermons could not be improved upon. I told you when we were in Newport that I expected to see you a Bishop one of these days, and I still hold to that view, even though for the present, I understand you are serving with the armed services.

For your information, I have been through quite a bit of war, and I have had so many shells and planes straddle me or crash my ship that I have always felt that a hand much greater than mine was protecting it and me. One day during the occupation of Leyte, Admiral Oldendorf and I were standing on the bridge of the Flagship which was stopped. The enemy had been troublesome all day long from the air, but a lull had occurred and no one seemed to have any enemy planes on their radars or in sight. Suddenly, I heard an explosion overhead, and I looked up and there came a Japanese plane only one thousand feet above us, and headed directly for our ship. The explosion was caused by the fact that the plane was coming apart because of stresses beyond the strength of the equipment. No one in the Fleet had seen this plane, and it could not have missed us had it not broken up. Its engines and its bomb fell on our port side - its wings and its body fell on the starboard side. Admiral Oldendorf said, "someone is holding a parasol over us", and I said, "that's right; I'm certainly glad I helped write that hymn several years ago". I said I thought that in Heaven somebody had locked down and saw this plane about to hit the LOUISVILLE, and had said, "Stop that plane! The hymn writer is on that ship!" Something like that must have occurred because no one, other than the Creator, had anything to do with the collapse of that plane.

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I could tell you many experiences that I have gone through, and one of these days I will write you a long letter and indicate the choice and chance of life as viewed when in combat.

I certainly hope that, when the Fleet is fully demobilized and you have returned to civilian life, you will return to Newport, at least, for the present. There you are needed; there you have done much good; there you should return until bigger dioceses call!

And, lastly, I want to tell you how proud I was that you joined the Naval service for this war. I heard rumors that you were at Pensacola, but wherever you were makes little real difference - the fact is - you were with us. I know that it was a difficult decision for you to make, and I do not think that the rank which you received was commensurate with your abilities, but, after all, I don't think that any of that made much difference to you; as all you desired to do was "to serve". It has been my sincere regret throughout this war that our paths have not crossed, and I shall always regret that I have encountered no one of your capabilities to inspire me in my combat duties. I know that, wherever you served, there was happiness and contentment among all that knew and heard you.

With warmest personal regards to you and Mrs. Scaife, and with best wishes for a Merry Christmas and a Happy New Year to a wonderful pair, I am, as ever

Very sincerely yours,

R. W. BATES
Commodore, USN

Reverend Lauriston L. Scaife
Trinity Church
Newport, Rhode Island

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

24 November 1945

Dear Fleischhacker,

I imagine that you consider me the most ungrateful fellow in the world, and I think that you have just cause to think so. I am, therefore, writing to you now with the hope that, being filled with the Christmas Spirit, you will be willing to forgive my extreme lack of courtesy to you. It is quite possible that you don't know what is impelling this letter, but it is also possible that you do.

What I am writing about is this! Last year, when you were in Palalieu, you very kindly had made for me a bracelet for my wrist watch. This bracelet was made out of the aluminum of a Japanese airplane and has on it two Japanese insignia. It is one of the nicest things that I have seen in this war, and I can't thank you too much for your kindness in thinking of me. Everything you did concerning this bracelet was voluntary, and that makes me seem all the less appreciative.

I want you to know that I finally received this bracelet some months ago, and I have enjoyed it ever since. Until I received this bracelet I had never enjoyed wearing anything on my wrist at all, but the job done by your Palalieuian manufacturers is so excellent and has caused so much friendly comment, that I find myself wearing it quite frequently. Many, many thanks.

I suppose that by the time you receive this you will have been demobilized and have gone back into your insurance business. I know that you will be successful in this business, because the son of such a brilliant father has an advantage over many, and besides that, your success in football and in the Navy all lead to the same conclusion.

I am out here in Leyte, where I am decommissioning and demobilizing the major portion of the Motor Torpedo Boat Command, and I have practically completed the work. Beyond that I have no information concerning the PT Command nor myself.

You will be interested to know that that book, USF-10A, which I was revising at Pearl, and which Admiral Reeves was so kind about in giving me the benefit of his judgment, has been in the Fleet for months as USF-10B. It has been highly received by everyone, and I am most delighted. The book could not have been so successful had not men like your Admiral been kind enough to give up a good portion of their valuable time in assisting me. For that, I am so grateful.

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I wish you all happiness in your new career, whatever it may be,
and I further wish you a very Merry Christmas and a Happy New Year.

Best regards, as always

Very sincerely yours,

R. W. BATES
Commodore, USN

Lieutenant Commander H. Fleishhacker, Jr., USNR
Staff—Commander NATS
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

26 November 1945

MEMORANDUM FOR LIEUTENANT GODFREY:

In sending you to Pearl, I want you to:

1. Take the Board of Investigation Report, which I am giving you, direct to the Legal Section there and insure that it is checked in through the Mail Room. Then tell them that I would like them to look it over and tell me how they feel about it, as I am anxious to release some of the witnesses who, otherwise, cannot be released. You can explain to them that my recommendation of a letter of reprimand is based on the fact that Lieutenant Commander McIver was absolutely new and was given a rather difficult assignment by BuPers without any preliminary warning. Perhaps you can bring their endorsement to me.
2. When you see Commodore Dees, say "hello" for me, and give him my memorandum and tell him the troubles here and the load that has been on us and how we think that it is about over. Tell Commodore Dees also that Lieutenant Commander Mark speaks most highly of him and his son and was very appreciative of his help when he was there. Tell him further that Mark has developed into an excellent historian and his work is first class. He, Lieutenant Commander Mark, will probably pass through there in a couple of weeks enroute to Los Angeles, where he will complete the history. Commodore Dees will probably give you the replies, as best he can, to my memorandum. Get what dope you can and bring back what firemen and water tenders and anybody else you can with you.
3. Commodore Carter, the Operations Officer, will be glad to see you, and you are to give him the memorandum I am giving you for him. You may ask him anything you want, but I think the memorandum embraces it all. One thing I didn't mention in the memorandum is the steady rain here, which you might comment to him about.
4. You may take time as necessary to see your friends, but don't stay too long as we are anxious to get the news.
5. I should like you, finally, to buy me at Pearl some stars for my collar, probably three sets, several stars for my garrison caps, and also some khaki shirts at the Sub Base or elsewhere, if you can obtain them - size 17, sleeve length 32 - not too heavy.

R. W. BATES
Commodore, USN

Lieutenant W. C. Godfrey, USN
Staff - COMTBTRonsPacFlt
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

26 November 1945

MEMORANDUM FOR COMODORE DEES:

1. The bearer of this memorandum is Lieutenant Godfrey, who is the son of a classmate of mine, Captain Godfrey, USN. He is my Operations Officer, but I am asking him to step in to see you on the matter of personnel.
2. My problem is not too serious at present, but will, in a month or so, begin to show signs of strain, because I need some engineering ratings. These ships - the ACONTIUS and CYRENE - are the only steam ships in the entire Motor Torpedo Boat Command. They are being retained on active service with the PT Fleet, and for the present, at least, are to be in the Philippines. There is no source here of personnel trained in steam engineering. I have asked Servdy 72 and ComPhilSeaFrontier and have never got other than negative. There seems to be very little supply here of anything that we might wish. Even were these personnel available, there seems to be considerable doubt as to whether I could get them or not.
3. I am hoping that you will give Lieutenant Godfrey a number of water tenders and firemen, U. S. Navy, that he can take back with him in the plane.
4. Finally, you may be able to tell Godfrey how I am to get my enlisted ratings, for I really am not quite sure. Will you send them out direct to me on my request, or do you plan to send them somewhere that I must ask?
5. Thank you very much for Lieutenant Springer, who arrived in time to be Executive Officer of the SILENUS and bring her home. There wasn't anybody available in this Command for this job when Lieutenant Springer appeared, so if you have done no other good deed for Christmas, that was one.
6. I don't know where they plan to obtain officer personnel for the motor torpedo boats. The Bureau has given me authority to transfer low-point officer personnel to these PT Squadrons without reference to them, and I have done so; but replacements will be necessary in a matter of months if the Bureau persists in cutting points as radically as they do without warning. I am going to need in a matter of months a considerable number of officers for all of my ships, and any information you can give Lieutenant Godfrey on this will be more than appreciated.
7. I can't tell you how deeply I sympathize with your assignment there. I have no doubt but that your hair is turning white as snow from the frightful demands placed upon you by all commands. I have done my best to

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help you out, and I have turned into your stream from here and in the States upwards of fifteen thousand men and probably fifteen hundred officers. A great many of these are low-point, and I notice that BuPers has finally discovered them here at 3149 and has turned several hundred of them over to you. It is high time, for the young men are getting impatient over there.

8. I haven't the slightest idea what is going to happen to the Motor Torpedo Boat Command nor have I any idea what is to happen to me. I don't seem to have stood too well in Washington with the past regime, but possibly the new regime may have a different attitude. Let's hope so! This applies also to you, "my fran"!

9. Best wishes for a Merry Christmas and a Happy New Year. I am,

Very sincerely yours,

R. W. BATES
Commodore, USN.

Commodore Randall E. Dees, USN
Staff - Commander Service Force Pacific Fleet
c/o Fleet Post Office
San Francisco, California

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MOTOR TORPEDO BOAT SQUADRONS PACIFIC FLEET
Office of the Commander

26 November 1945

MEMORANDUM FOR COMMODORE CARTER:

1. The bearer of this letter is Lieutenant Godfrey, who is the son of a classmate of mine, Captain Godfrey. He is my Operations Officer, and I am sending him to you to give you a personal report on the status of the Motor Torpedo Boat Fleet.
2. As you can readily see from the dispatches, the Command is practically decommissioned and demobilized. There are two more squadrons of the Philippine Sea Frontier - Squadrons 16 and 23 - and three squadrons of the Pacific Fleet, which have not, as yet, been decommissioned. Six boats of Squadron 37 are here, and one boat of Squadron 31 is here. These boats have been inspected by the local boards and were declared as the finest motor torpedo boats that had been seen in the area, and that they were in better shape generally than they were when they were delivered by the factory. That shows what can be done by competent personnel. Today six boats of Squadron 31 are arriving on LSD-13, and in a day or so six more of Squadron 31 will arrive on the LSD-19. It is my expectation that these boats will be in as fine a condition as the previous boats, although one boat ran on a reef and is reported as not being in too good shape. However, I have directed that it be hoisted aboard the ACONTIUS, and we will endeavor to repair it. The six boats from Espiritu Santos have not as yet arrived, and the reports now give an ETA of 30 November. This is a disappointment to me, as I had hoped to have them here ere now. However, the LSD was diverted and lost five days enroute, and seems to have lost five more days at Espiritu Santos for some reason.
3. I expect to have the entire PT Fleet decommissioned and demobilized early in December and all tenders will have been sent home by then with the exception of the CYRENE and the ACONTIUS, which are scheduled for the active Fleet. At the present time both the CYRENE and the ACONTIUS, plus the ORESTES and CALLISTO, are here at Base 17, completing the decommissioning of the Philippine Sea Frontier, and the ANTIGONE is still at Okinawa, but will come south next trip. I plan to strip the ORESTES, ANTIGONE, and CALLISTO of their low-point personnel and then send them to the States for decommissioning. I will send you a dispatch when I have finally set the date for their departure from here, but at the present, for planning, it is 15 December..
4. The Philippine Sea Frontier Motor Torpedo Boat Command was supposed to be dissolved on the 22nd of this month, but I blocked it on the ground that the Philippine Sea Frontier was nowhere near ready to be dissolved at that time. The Philippine Sea Frontier Motor Torpedo Boat Command is not now being dissolved but is being retained in being to complete its work. Everything is most friendly between Philippine Sea Frontier and myself. Every action that I have taken or recommended has met with ComPhilSeaFrontier's entire approval,

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and the Operations Officer, Captain Reynolds, said to me the other day that, if he could only get the rest of the Philippine Sea Frontier Command to operate as smoothly as this Command has in decommissioning and demobilizing, his worries would be at an end.

5. I am asking Lieutenant Godfrey to ask you what you plan to do with the Motor Torpedo Boat Pacific Fleet, once the decommissioning and demobilizing is completed. My personal opinion is that it would be wise to decommission the entire Command, but I am not fully informed on policy and I can not make a recommendation without the information. However, there are no larger ships scheduled for this area, and the training of the motor torpedo boats, therefore, becomes small stuff. In addition, these motor torpedo boats are not equipped with air-search radars or with CICs, and they were becoming rapidly obsolete as war in the North intensified. I, personally, think that it will cost about five million dollars a year to run the four PT squadrons and their tenders and that it would be wise to spend this five million dollars in developing new PT boats and designs, and thereby keeping Elco, and possibly Higgins, operative as design builders. I have also asked Lieutenant Godfrey to discuss with you the possibility of my moving around in the Philippine Area or anywhere else without reference to you. I should like to go with the ACONTIUS, CYRENE and Squadron 40 to Manila for Christmas, and I can conduct fueling at sea and training of Squadron 40, which is now here at Base 17, enroute. As a matter of interest, ComPhilSeaFrontier's Operations Department said that they would like me, for the present, to keep one squadron based at Base 17 and one at Subic. So, I have Squadron 39 based ashore at Subic, where they are making a most favorable impression. I have heard many very friendly comments about them from higher officers, and they evidently are carrying out those practices which I told you long ago I was trying to put into effect in the PT Fleet - making them units of the Regular Navy and putting them in uniforms, etc.

6. There are a considerable number of torpedoes at Manus of a type which we are supposed to use in the motor torpedo boats, and I might like to go to Manus to pick up these torpedoes. You see, the personnel of these ships is pretty green now and we must go on training cruises to drill firemen, watch standers, etc; so by making a trip to Manus I could kill two birds with one stone.

7. I am working up a training schedule for the squadrons and tenders, and Lieutenant Godfrey, my Operations Officer, can tell you about that. We have no knowledge of the future plans for the squadrons - nor have we any knowledge of Squadrons 41 and 42 and their tenders, the CHIRON and the BEONTES.

8. I notice today that Admiral Spruance is now Commander-in-Chief, Pacific Fleet, which is a most gratifying thing to me. He is a remarkably able man and, in addition, is most courageous. Spruance was always there where the bombs were, and he took his hits with the rest of them. They always said that "Washington" had two horses shot out from under him in some battle - "Spruance" had two ships shot out from under him at Okinawa. I am an enormous admirer of

his and will always feel that a great deal of our success in the Pacific belongs to him. Oldendorf's outfit served under Spruance.

9. I am wondering whether you are to remain there, and, if not, where are you going, and who is your relief? You have done a fine job and are entitled to anything you desire, and I feel sure that Admiral Nimitz will see that you get it. What is happening to Admirals Soc and Sherman?

10. You see, my news is very poor out here. With warmest personal regards to you, I am, as ever, your old friend and shipmate.

Very sincerely yours,

R. W. BATES
Commodore, USN

Commodore J. B. Carter, USN
Staff - CINCPac
c/o Fleet Post Office
San Francisco, California

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